

# Vanderbilt Keeps Motor Log Book.

While every one knows that Willie K. Vanderbilt Jr. ranks among the best of amateur automobile drivers, few are aware that he is an author as well, and it remained for Harry Caldwell to disclose the interesting fact in the July number of *Touring*, in which he says:

"It was only the other day I ran across Willie K. Vanderbilt's Motor Log from 1899 to 1908. He wrote it himself, and, since it is extremely dry and poorly written, I am not surprised he published only 200 copies for distribution among his intimates. The descriptive part of the volume, which is decent typographically, was apparently compiled at the rate of sixty miles per hour, while the historic data of places he visited during those nine years, must have been taken from the leftover souvenir post cards he did not mail to his mother.

"He says himself it lacks in bringing out numerous points of interest. It is at least refreshing to know that he realizes this very important essential.

"One thing he says may be new to you. It was about the only thing I found in the handsome book. Possibly it may be old to you. He says, in his advice to tourists by motor, that we should not take solid food for luncheon, as the vibration of the car while riding after a meal prevents digestion.

"Many of us have eaten heartily for luncheon and afterward traveled some distance without serious effect. For my part I always supposed that the vibration was good for me and that the forcing of fresh air into the lungs assisted the heart in pumping blood to the stomach; however, I am not taking issue on this with Mr. Vanderbilt. He may be correct.

"From other things he says I rather take it Mr. Vanderbilt is given to worrying over small money matters while traveling, and I can assure him this sort

of thing is apt to produce even chronic indigestion. He says it is necessary to always make a bargain for your rooms at a night stop before you retire as 'all hotel proprietors' will boost prices to motorists.

"All hotel keepers do not have this system. But millionaires, as well as others, must pick their hotels from honest advice, provided they do not care to pay the penalty of touring according to the catch-as-catch-can method.

"Early in this log Mr. Vanderbilt complains again on the money score. His mechanic wanted more money (\$100 per month and expenses) while touring with Mr. Vanderbilt and his wife.

"It may be that this strike for more money had something to do with Mr. Vanderbilt's indigestion.

"He describes an incident which landed him temporarily in jail. He was on his way from Florence, Italy, to Pisa when he hit a small Italian boy. The child was not injured, but the villagers were very angry, so Mr. Vanderbilt says, and set upon him and beat him terribly. His wife escaped with the chauffeur, one who succeeded the man who had the nerve to ask his millionaire employer \$100 per month and touring expenses.

"Later Mr. Vanderbilt reached a small building, where he hid in a closet for a time and then made his way to the back street, fearing that Mrs. Vanderbilt and the chauffeur had met with rough treatment at the hands of the mob. The chief of police had to address the crowd and plead for Mr. Vanderbilt's life. This is one of the most thrilling pieces of work in the log. Unfortunately, Mr. Vanderbilt does not give his readers the benefit of the chief's oration. At length he was safely within the Police Station, where he was held. By telegraph he managed to get acquaintances in Florence busy and they wired orders to the police to 'Release Mr. Vanderbilt at once.' That was very nice of them, was it not? Yes it was."

were to be taken as a sole criterion. But even though there was no overwhelming rush for the seats, the general public interest displayed in the speed battles has probably never been exceeded except by a world's championship baseball series.

## Expects Much Next Year.

Another year possibly the sporting

the safeguarding of the lives of drivers and spectators. No race was ever run off which gave the public less opportunity to cavil.

Strangely enough, the Indiana Trophy race proved the more speedy event, although restricted to light cars. Matson, in his Chalmers-Detroit, ground out an average of 51.4 miles an hour, his time for the 282.75 miles ten laps around the 28.27